



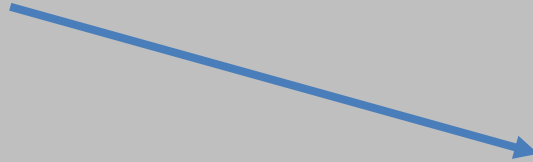
CITY OF MILWAUKIE PUBLIC SAFETY BUILDING

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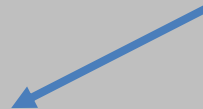
# How does the system work?



Call for Service



Dispatcher creates call and assigns a CAD incident number



Officer responds and evaluates situations

If police report warranted, they request a Case Number for the RMS and write the report



Report stored in RMS

# How we query Data depends on what we are looking for

Calls for Service:

- Query CAD

- Gives us incident numbers and any associated case numbers

Actual Cases (reports written):

- Query RMS – Currently REGJIN

For example – to know how many traffic crashes we responded to we would check CAD because not every accident requires a report (case number).

To check burglaries, we would check RMS because we would take a case number on every burglary.

## EXAMPLE OF CAD REPORT

| LOCOM CAD - Lake Oswego Police, Lake Oswego Fire, West Linn Police, AND Milwaukie Police |                |          |      |          |                       |                       |    |
|--|----------------|----------|------|----------|-----------------------|-----------------------|----|
| ON OFF PRINT ZOOM SAVE RESTORE NEXT LAST MAIL MAILR INP CMD PGUP PGDN CLEAR              |                |          |      |          |                       |                       |    |
| Incident   | Entry/Close    | Pri/Type | Dspo | Grp      | Beat/BLK              | Location              |    |
| IH #MP13930  | << 06:00/06:54 | 1/C2C    | W8   | MP1      | /                     | 1 7TH ST              | >> |
| IH #MP13931  | << 06:35/06:46 | 3/ALA    | T2   | MP1      | 1 /50025              | 4287 SE INTERNATIONAL | >> |
| IH #MP13932  | << 06:42/06:55 | 3/HAZ    | W3   | MP1      | 2 /50040              | 4407 SE FIELDCREST ST | >> |
| IH #MP13933  | << 06:59/07:00 | 3/TS     | Y2   | MP1      | 1 /50025              | 3716 SE INTERNATIONAL | >> |
| IH #MP13934  | << 07:18/07:57 | 3/SSP    | S3   | MP1      | 1 /50110              | 100 WILLAMETTE RIVER  | >> |
| IH #MP13935  | << 07:24/07:26 | 3/TS     | Y2   | MP1      | /                     | 99/PARK               | >> |
| IH #MP13936  | << 08:03/08:05 | 3/TS     | Y2   | MP1      | 1 /50120              | SE BLUEBIRD ST/SE RIV | >> |
| IH #MP13937  | << 08:06/08:08 | 3/TS     | Y2   | MP1      | 1 /50110              | 11800 SE MCLOUGHLIN B | >> |
| IH #MP13938  | << 08:06/08:06 | 3/DHS    | R1   | MP1      | /                     | MILWAUKIE AREA        | >> |
| IH #MP13939  | << 08:14/08:43 | 3/ABU    | W1   | MP1      | 2 /50050              | 4055 SE MONROE ST ,MI | >> |
| IH #MP13940  | << 08:23/08:32 | 1/DOM    | S3   | MP1      | 1 /50090              | 12600 SE FREEMAN WAY  | >> |
| IH #MP13941  | << 08:49/08:55 | 3/TS     | Y3   | MP1      | 1 /50030              | 3045 SE HARRISON ST , | >> |
| IH #MP13942  | << 09:04/09:06 | 3/TS     | Y2   | MP1      | 1 /50030              | 3045 SE HARRISON ST , | >> |
| IH #MP13943  | << 09:28/09:30 | 3/TRF    | W1   | MP1      | 1 /50100              | SE HARRISON ST/SE MCL | >> |
| IH #MP13944  | << 09:29/09:35 | 3/TS     | Y3   | MP1      | 1 /50120              | SE 26TH AVE/SE MCLOUG | >> |
| IH #MP13945  | << 09:36/09:40 | 3/TS     | Y2   | MP1      | /                     | 1205/SUNNYBROOK       | >> |
| IH #MP13946  | << 09:40/10:06 | 3/EIU    | Y3   | MP1      | 1 /50100              | 11222 SE MAIN ST ,MIL | >> |
| IH #MP13947  | << 10:00/10:03 | 3/A0A    | W8   | MP1      | 2 /50085              | 10202 SE 32ND AVE ,MI | >> |
| IH #MP13948  | << 10:04/11:54 | 3/WSU    | R1   | MP1      | 1 /50105              | SE 28TH AVE/SE WASHIN | >> |
| IH #MP13949  | << 10:12/10:31 | 1/INC    | W1   | MP1      | 1 /50120              | 2421 SE DOVE ST ,MIL  | >> |
| IH #MP13950  | << 10:26/11:01 | 1/C2C    | W8   | MP1      | /                     | 11565 SW PACIFIC HW   | >> |
| IH #MP13951  | << 10:39/11:06 | 3/RSX    | R1   | MP1      | 2 /50085              | 3200 SE HARRISON ST , | >> |
| IH #MP13952  | << 11:16/11:31 | 3/PPY    | R1   | MP1      | 2 /50040              | 4450 SE JOHNSON CREEK | >> |
| IH #MP13953  | << 11:41/11:54 | 3/TRP    | W3   | MP1      | 2 /50045              | 4199 SE KING RD ,MIL  | >> |
| IH #MP13954  | << 12:01/12:02 | 3/AMSU   | W1   | MP1      | 2 /50035              | 2863 SE BOYD ST ,MIL  | >> |
| IH #MP13955  | << 12:29/13:38 | 4/FOL    | MP1  | 2 /50085 | SE 40TH AVE/SE HARVEY | >>                    | >> |
| IH #MP13956  | << 12:34/12:53 | 3/ANM    | S1   | MP1      | 1 /50025              | 10826 SE OAK ST ,MIL  | >> |
| IH #MP13957  | << 13:01/13:21 | 3/RSX    | R1   | MP1      | 2 /50085              | 3200 SE HARRISON ST , | >> |
| IH #MP13958  | << 13:27/13:59 | 3/PPY    | W1   | MP1      | 1 /50025              | 11050 SE OAK ST ,MIL  | >> |
| IH #MP13959  | << 13:38/13:52 | 3/RSX    | R1   | MP1      | 2 /50085              | 3200 SE HARRISON ST , | >> |
| IH #MP13960  | << 14:39/15:15 | 2/STU    | W3   | MP1      | 1 /50100              | 2323 SE HARRISON ST # | >> |
| IH #MP13961  | << 15:25/15:55 | 3/ASP    | W3   | MP1      | 2 /50085              | 3530 SE ROCKWOOD ST , | >> |
| The Search Parameters for this Summary are:  |                |          |      |          |                       |                       |    |
| IH S/080917 /0600 E/080917 /1600 J/MP <<   |                |          |      |          |                       |                       |    |
| Incident History Summary Requested on:08/10/17 13:20                                     |                |          |      |          |                       |                       |    |

This CAD query was on 08-09-17 from 6am-4pm (day shift). Shows that we handled 32 incidents. Of those, 6 required case numbers for RMS ( Dspo R1).

\*A new CAD System and a new RMS are both coming on line in 2018. Starting Jan 1<sup>st</sup>, 2018 the CAD incident number will also be the Case Number. One number for both systems and the RMS will automatically draw info from the CAD.

# When do we take a report on Traffic Accidents

1. When there is a death, or injury to any person involved in the collision.
2. When an officer issues a citation for a violation of the vehicle code.
3. On any hit and run accident.
4. When the collision meets the criteria listed in ORS requiring a driver to submit a state accident report to DMV -
  - Damage to either vehicle in excess of \$1,500
  - Damage to any property in excess of \$1,500
  - Injury or death involved
  - The vehicle is required to be towed from scene (non-drivable)

\*Minor accidents do not require a case number but are trackable through the CAD numbers.

## How many accidents did we have last year? (July 2016 to Aug 2017)

### Non-Injury Accidents – 133

- 106 of those required a case number for RMS (police report written)
- 27 of those did not meet requirements and we assisted in information exchange
- So over all - 75% of the non-injury accidents required police reports

### Injury Accidents – 40

- All of these reports required a case number for RMS and a police report was written

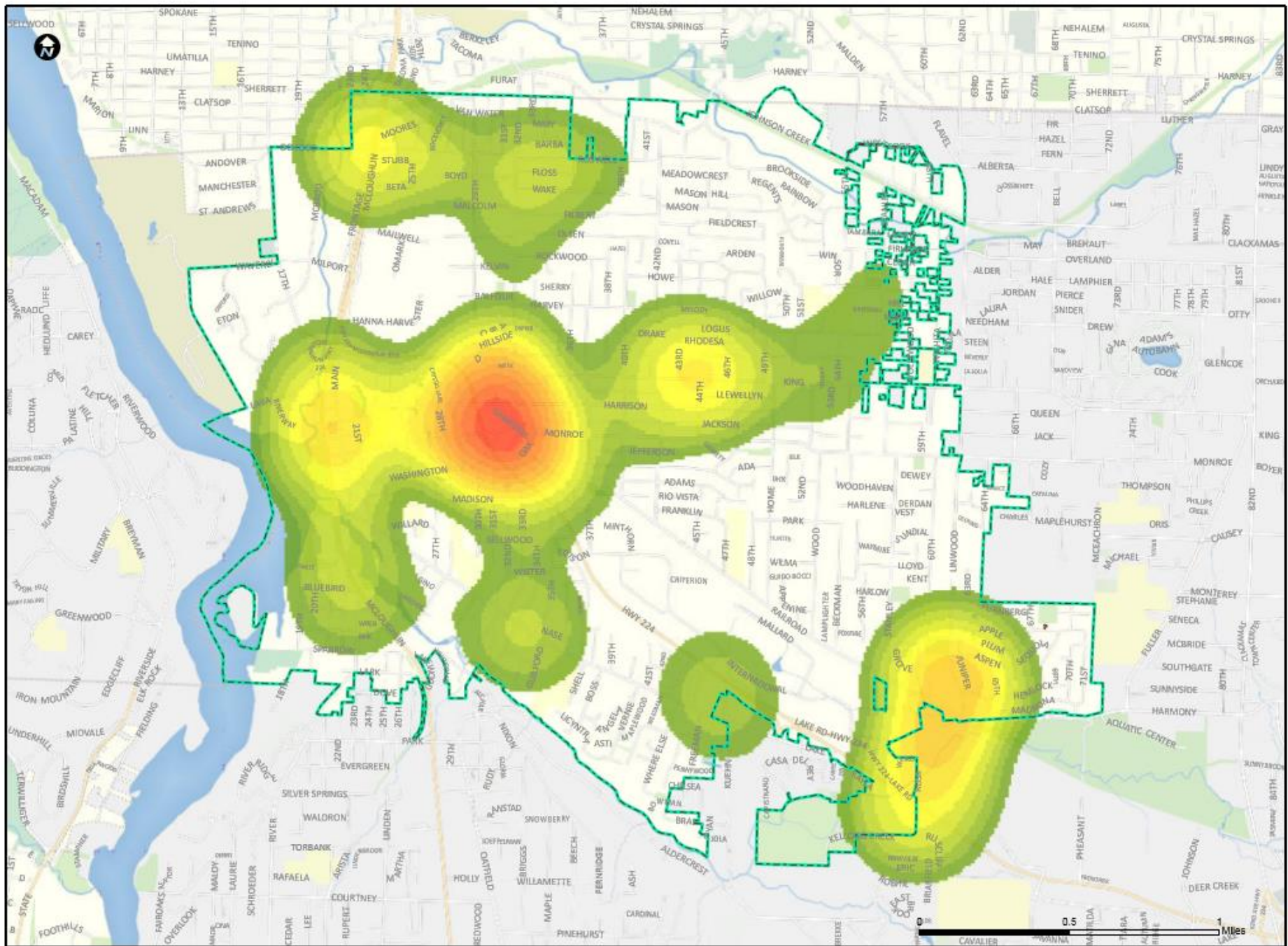
|                            | FY13 | FY14 | FY15 | FY16<br>(est.) | FY17<br>(est.) | FY18<br>(est.) |
|----------------------------|------|------|------|----------------|----------------|----------------|
| Injury Traffic Crashes     | 50   | 45   | 47   | 52             | 52             | 55             |
| Non-Injury Traffic Crashes | 107  | 120  | 103  | 111            | 117            | 123            |
| Total Traffic Accidents    | 157  | 165  | 150  | 163            | 172            | 181            |

\*Table taken from Police Combined Performance Measures in 17-18 biennium budge documents for comparison to prior years.









**Injury Related Traffic Accidents July 2016 - June 2017**

Milwaukie City Limits

Increased Injuries





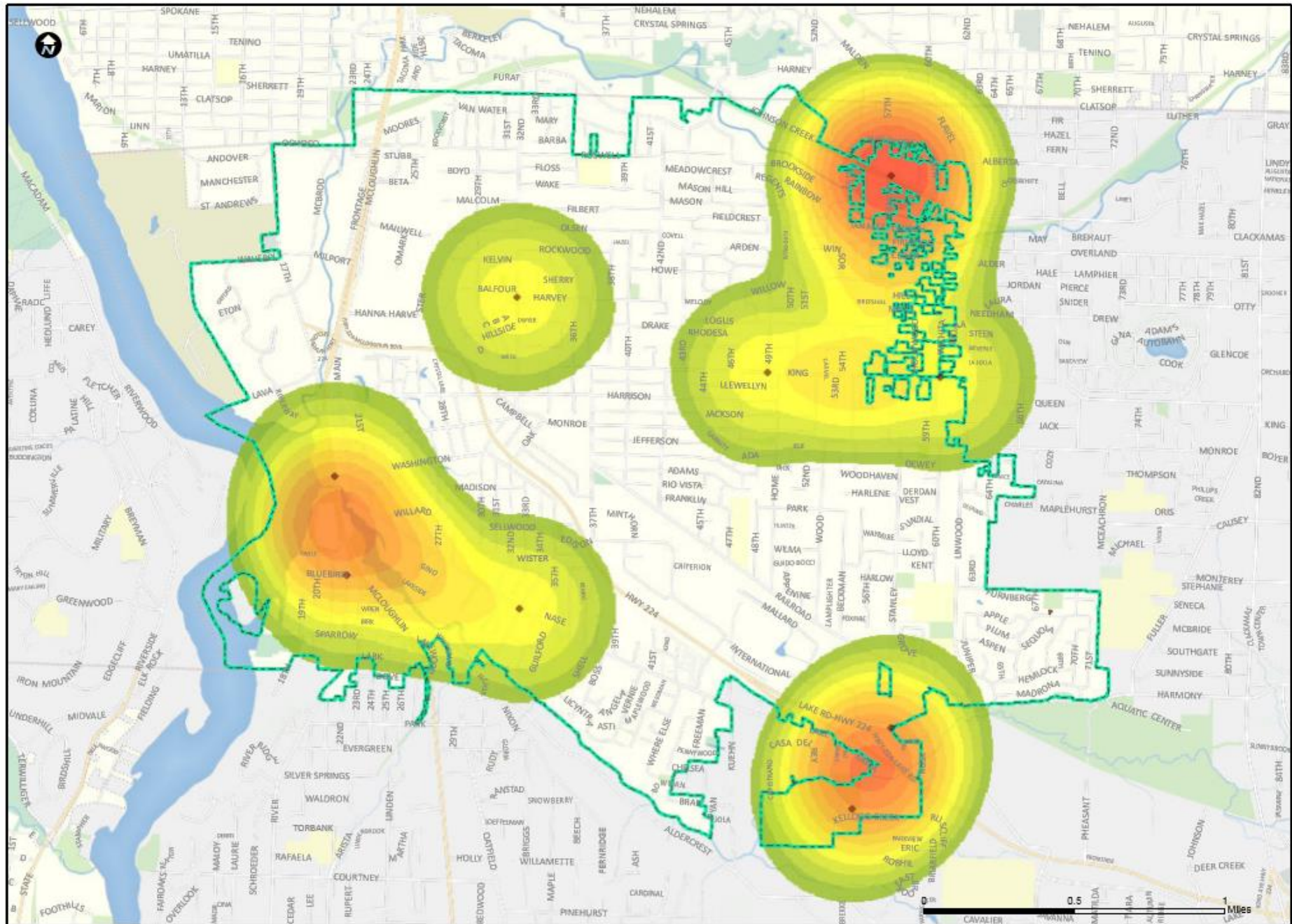
# Auto / Bike Accidents

## July 2016 to Aug 2017

### Auto / Bike accidents – 12

- Each of these cases required a case number for RMS
- Citations were issued in three of the 12 cases – two to drivers and one to a cyclist
- In cases where citations were not issued, the driver was more likely at fault in two cases, and the cyclist more likely at fault in three cases. In the remaining four cases, there was behavior by both that contributed to the accident.

\*Decisions to issue a citation are on a case by case evaluation and are fact dependent. “more likely at fault” means that there wasn’t enough independent evidence or statements to defend the citation in court, or there were extenuating circumstances that lead the officer to feel the citation wasn’t warranted.



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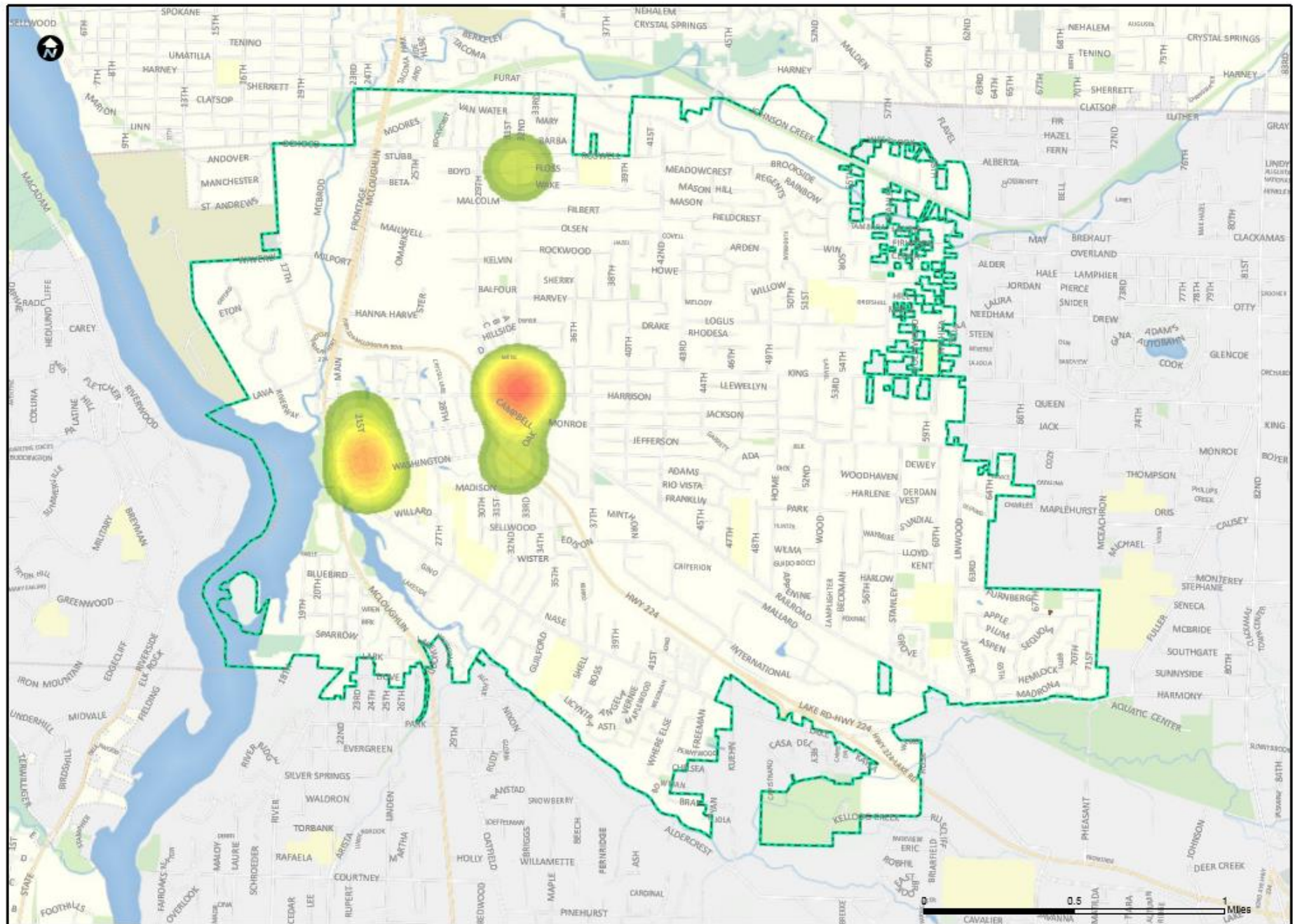


# Auto / Ped

## (July 2016 to Aug 2017)

- 5 cases coded as Auto / Ped
- Case numbers taken in every incident
- Citations issued to drivers in all but 2 of those cases
  1. Pedestrian came in the day after with no suspect info – Not injured, just info
  2. Intoxicated person laying on ground behind parked vehicle and driver didn't know they were there





## Traffic Accidents Involving Pedestrians July 2016 - June 2017

Milwaukie City Limits

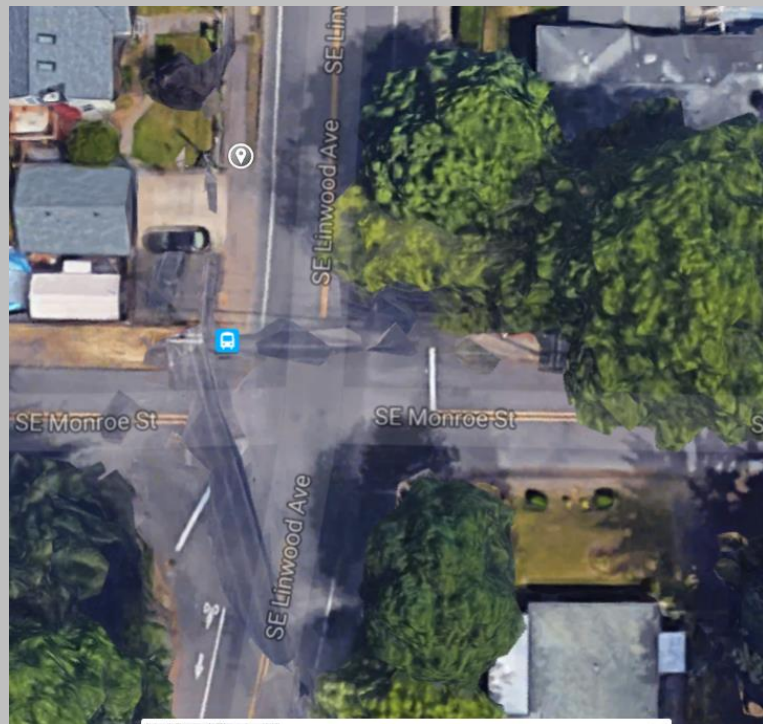


Increased Injuries

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# Linwood and Monroe



- 11 accidents between July 2016 and Aug 2017.
- All but one crash caused by vehicle traveling on Monroe, crossing or entering Linwood.
- Seven of those vehicles were traveling eastbound.
- Five of the victim vehicles were traveling south on Linwood, six were headed north.
- Six of the crashes occurred weekday afternoons between 3:15pm and 6pm.
- Two at fault drivers (one EB and one WB on Monroe) indicated it was hard to see traffic on Linwood.
- Two at fault drivers ran stop signs (one EB and one WB Monroe).
- Two were hit and run accidents.

# What other data do we use?

**ALL TRAFFIC SOLUTIONS**

## Speed Summary Report

|                        |  |
|------------------------|--|
| Location               | Hector Camble Neighborhood, Monroe St 5800 Blk, EB |
| Date Range             | 9/22/2011 to 9/27/2011                             |
| Total Days of Data     | 6  |
| Speed Limit            | 25   |
| Time Window            | 12:00 AM to 11:59 PM                               |
| Average Speed          | 23.35  |
| 85% Speed              | 28   |
| 50% Speed              | 23   |
| 10 mph Pace Speed      | 18 to 27   |
| High Speed             | 53   |
| Low Speed              | 15   |
| Display On/Off         | On   |
| Average Volume per Day | 996  |

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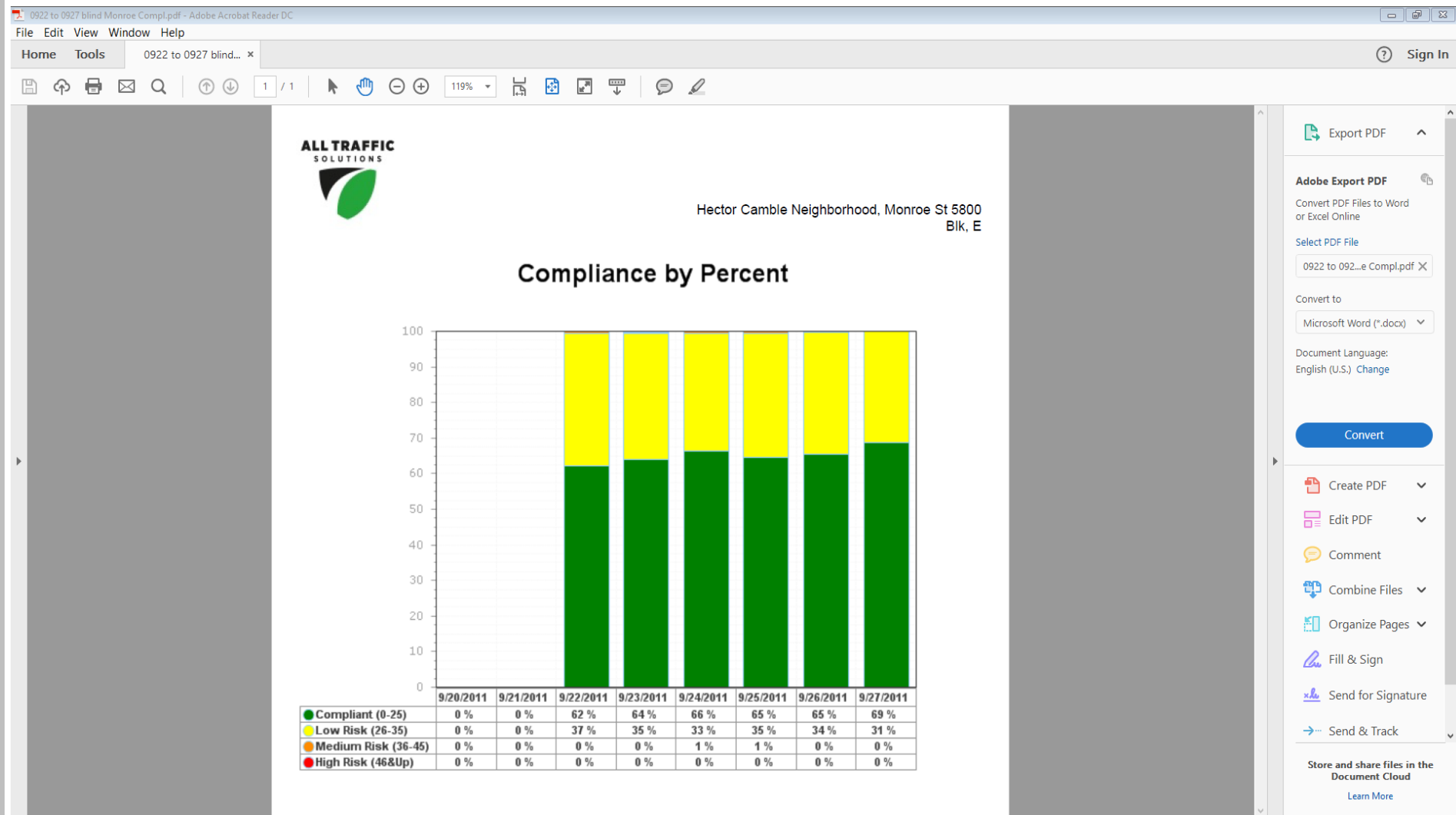
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Data collection from digital speed signs have been used to address perceived speeding issues. For example, in 2011 we collected data on Monroe after receiving complaints of speeding vehicles. The data however shows the average speed over a week's period was 23.5 mph even with an average of 996 cars per day, and even with an outlier at 53mph.

\*Data shown is from 2011





This slide shows the compliance rates during the same data collection period. What is significant is that only 1% of the traffic on only 2 days were in the medium risk range (11-20 mph over speed limit). For perspective, the photo radar van issues tickets for anything 11mph over the speed limit.

TRAFFIC ANALYSIS REPORT

For Project: Monroe Street WO Stanley Eastbound  
Location/Name: Direction  
Report Generated: 7/10/2017 15:27  
Speed Intervals 1 mph  
Time Intervals 0 minutes

Traffic Report From 7/6/2017 4:00:53 PM through 7/10/2017 11:12:32 AM

85th Percentile Speed 33 mph  
85th Percentile Vehicles 3,626 counts  
48.0 mph on 7/8/2017 7:20:42 PM  
Max Speed  
Total Vehicles 4,266 count  
AADT: 1,123

Volumes - weekly vehicle counts

|               | Time           | 5 Day | 7 Day |
|---------------|----------------|-------|-------|
| Average Daily |                | 718   | 853   |
| AM peak       | 10:00 to 11:00 | 25    | 37    |
| PM peak       | 4:00 to 5:00   | 54    | 60    |

Speed  
Speed limit: 25 mph  
85th Percentile Speed: 33 mph  
Average Speed: 28.7 mph

|                  | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|------------------|--------|---------|-----------|----------|--------|----------|--------|
| Count over limit | 221    | N/A     | N/A       | 505      | 1,025  | 839      | 835    |
| % over limit     | 81.3   | N/A     | N/A       | 81.5     | 81.1   | 80.0     | 78.7   |
| Avg speeder      | 30.0   | N/A     | N/A       | 29.9     | 30.1   | 30.2     | 29.8   |

Class counts

|  | Number | %    |
|--|--------|------|
| VEH_SM   | 38     | 0.9  |
| VEH_MED  | 4,203  | 98.5 |
| VEH_LG   | 25     | 0.6  |
| [ VEH_SM = motorcycle, VEH_MED = sedan, VEH_LG = truck ] |        |      |

This data was taken in July of this year using newer technology that PD purchased for Engineering with the agreement that they would manage the equipment. This equipment is specifically designed for gathering data and does not have a digital display like the speed signs. As you can see, although the 85<sup>th</sup> Percentile speed has climbed from 28 mph to 33mph, the average speed is consistent with the 2011 reading.

# How do we use our resources?

37.5 Officers Total

3 Command Staff

7 sergeants (6 patrol / 1 detective)

4 Detectives ( 2 general assignment/**1 Narcotics (Program)** / 1 Forensics)

1 School Resource Officer (Program)

2 Officers and 1 Sergeant at TriMet (Salaries paid by TriMet)

**2 Traffic Officers (Program) – Currently 1 unfilled**

**1 photo radar operator (Program) – Currently unfilled**

Leaves 16 Officers for patrol (With 6 Sergeants added – 22)

*\*Accounts for minimum staffing of 1 sergeant and 2 officers per shift*

*\*Patrol is the backbone of the Police Department. When significant shortages occur, those positions listed as Programs are folded back in to patrol so that there are sufficient officers to respond to calls for service.*

*\*Vacancies include two recent retirements and one officer in training (3)*

*\*As a reminder, we have 4 more sworn officers eligible for retirement today, but have two officers in background.*